

ARTICLE 51 – Off-Street Loading and Parking

ARTICLE 51 - OFF-STREET PARKING AND LOADING

Section 51.10 - Off-Street Parking

At the time of erection of a new structure at the time of enlargement or change in use of an existing structure as set forth, off-street parking spaces shall be provided in accordance with this section. If parking space has been provided in connection with an existing use or is added to an existing use, the parking space shall not be eliminated if elimination would result in less space than is required by this section. Where square feet are specified, the area measured shall be the gross floor area primary to the functioning of the particular use of the property but shall exclude space devoted to off-street parking or loading. Where employees are specified, persons counted shall be those working on the premises during the largest shift at peak season including proprietors.

	<u>Use</u>	<u>Standard</u>
A.	Residential	
	1. Dwelling:	One space per dwelling unit.
	2. Residential hotel; rooming or boarding house:	Four spaces per five guest accommodation.
B.	Commercial residential	
	1. Motel:	One space per guest room or suite, plus one additional space for the owner or manager.
	2. Club; lodge:	Spaces to meet the combined requirements of the uses being conducted such as hotel, restaurant, auditorium, etc.
C.	Institutional	
	1. Welfare or correctional:	One space per five beds for institution patients or inmates.
	2. Convalescent hospital, nursing home, nursing home, sanitarium rest home, home for the aged:	One space/two beds for patients or inmates.
	3. Hospital:	Three spaces per two beds.
D.	Place of public assembly	
	1. Church:	One space for four seats or eight feet bench length in the main auditorium.

ARTICLE 51 – Off-Street Loading and Parking

2. Library; reading room: One space per 400 square feet of floor area plus one space per two employees.
 3. Preschool nursery; kindergarten: Two spaces per teacher.
 4. Elementary or junior high school: One space per classroom plus one space per: administrative employee or one space per four seats or eight feet of bench length in the auditorium or assembly room, whichever is greater.
 5. High school: One space per classroom plus one space per administrative employee plus one space for each six students or one space per four seats or eight feet of bench length in the main auditorium, whichever is greater.
 6. Other auditorium; meeting: One space per four seats or room: eight feet of bench length.
- E. Commercial amusement
1. Stadium; arena; theater: One space per four seats or eight feet of bench length.
 2. Bowling alley: Five spaces per alley plus one space per two employees.
 3. Dance hall; skating rink: One space per 100 square feet of floor area plus one space per two employees.
- F. Commercial
1. Retail store except as provided in subsection (B) of this subsection: One space per 200 square feet of floor area.
 2. Service or repair shop retail store handling exclusively bulky merchandise such as automobiles and furniture: One space per 600 square feet of floor area.
 3. Bank; office (except medical: One space per 600 square feet of space per

ARTICLE 51 – Off-Street Loading and Parking

- and dental): area plus one two employees.
4. Medical and dental clinic: One space per 300 square feet of floor area plus one space per two employees.
 5. Eating or drinking establishment: One space per 200 square feet floor area.
 6. Mortuaries: One space per four seats or eight feet of bench length in chapels.
 7. Weddings & Related Events: One space per three guests.
- G. Industrial:
1. Storage warehouse; manufacturing establishment; rail, or trucking freight terminal: One space per employee.
 2. Wholesale establishment: One space per employee plus one space per 700 square feet of patron serving area.
- H. For uses not specifically listed under Section 51.10(A) through (G) above, the number of required parking spaces shall be based on either of the following:
1. A comparable use from the above list, as determined by the Planning Director; or
 2. A recommendation from the County Engineer, a qualified traffic engineer, or other similar professional based on the Institute of Transportation Engineers' (ITE) Parking Generation Manual or other similar publication.

Section 51.20 - Off-Street Loading

- A. Passengers. A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children shall be located on the site of any school having a capacity greater than 25 students.
- B. Merchandise, materials or supplies. Buildings or structures to be built or substantially altered which receive and distribute material or merchandise by truck shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if

ARTICLE 51 – Off-Street Loading and Parking

elimination would result in less space than is required to adequately handle the needs of the particular use. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.

Section 51.30 - General Provisions (Off-Street Parking and Loading)

- A. The provision and maintenance of off-street parking and loading spaces are continuing obligations of the property owner. No zoning permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space. The subsequent use of property for which the zoning permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this Ordinance. Use of property in violation hereof shall be violation of this Ordinance. Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, it shall be unlawful and a violation of this Ordinance to begin or maintain such altered use until the required increase in off-street parking or loading is provided.
- B. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.
- C. Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap, provided that satisfactory legal evidence is presented to the zoning administrator in the form of deeds, leases, or contracts to establish the joint use.
- D. Off-street parking spaces shall be located on the same or abutting lot with the building or use they are intended to serve.
- E. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.
- F. Unless otherwise provided, required parking spaces in a R-1 or R-2 zone shall not be located in a required front yard.
- G. Plans shall be submitted in sufficient detail so that they may be reviewed and approved by the zoning administrator.

ARTICLE 51 – Off-Street Loading and Parking

H. Design requirements for parking lots:

1. Areas used for standing and maneuvering of vehicles shall have durable and dustless, but not necessarily paved, surfaces maintained adequately for all weather use.
2. Except for parking to serve residential uses, parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbance of residents.
3. Access aisles shall be of sufficient width for all vehicle turning and maneuvering.
4. Groups of more than four parking spaces shall be served by a driveway so that no backing movement or other maneuvering will be required within a street.
5. Lighting of the parking area shall be deflected from a residential zone.

I. Completion time for parking lots, required parking spaces shall be improved and available for use by the time the use served by the parking is ready for occupancy.

Section 51.40 – Bicycle Parking

New developments shall include bicycle parking as follows:

- A. **Multi-Family Residences.** Every multi-family residential use of four (4) or more dwelling units shall provide at least one sheltered bicycle parking space for each unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the required bicycle parking spaces shall be sheltered under an eave, overhang, an independent structure, or similar cover.
- B. **Parking Lots.** All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.
- C. **Schools.** Elementary and middle schools, both private and public, shall provide one bicycle parking space for every 10 students and employees. High schools shall provide one bicycle parking space for every 5 students and employees. All spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.
- D. **Commercial Zones.** In commercial zones with on-street parking, bicycle parking for customers shall be provided along the street at a rate of at least one space per land use.

ARTICLE 51 – Off-Street Loading and Parking

Spaces may be clustered to serve up to six (6) bicycles; at least one cluster per block shall be provided. Bicycle parking spaces shall be located in front of the stores along the street, either on the sidewalks or in specially constructed areas such as pedestrian curb extensions. Inverted "U" style racks are recommended. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 5 feet. Bicycle parking is not required to be sheltered.

- E. Rural Schools, Service Centers, and Industrial Parks. For schools, service centers, and industrial parks located 5 or more miles from the closest urban area or rural residential subdivision with a density of more than one dwelling unit per 20 acres, a minimum of two bicycle parking spaces per use shall be required.
- F. Bicycle Parking. The following formulas for calculating the number of required bicycle parking spaces shall be used:
 - 1. Fractional numbers of spaces shall be rounded up to the next whole space.
 - 2. For facilities with multiple uses (such as a commercial center), the bicycle parking requirements shall be calculated by using the total number of motor vehicle parking spaces required for the entire development.